

MACHINE SERVICE BULLETIN #106

SUBJECT: Power Unit of New
Design for LA Models.

DATE: June 26, 1930

TO ALL OFFICES:

In Machine Service Bulletin #100, its supplements A, B, and C; and Machine Service Bulletin #101, information is furnished covering the LA Universal Motors.

These not only pertain to specifications, but include illustrative and descriptive instructions on the wiring, dismantling, and assembling of the units.

We have recently changed the design so that the LA motor, together with the wiring for the condenser, resistor, and connector, is a self-contained unit and can be removed intact from the machine. The motor itself, however, with its component parts, has not been changed.

The purpose of this change was to facilitate removing and assembling the entire power unit in our LA Models without dismantling the machine to any further extent than the removal of the back cover plate, and the four screws which hold the motor in place and which are accessible thru the bottom plate.

Therefore, the information furnished in the above-mentioned Bulletins still covers all the necessary fundamentals with regard to specifications and design; the only exception being that the unit is now self-contained.

HOW TO REMOVE THE POWER UNIT OF LATEST DESIGN

Remove the rear cover plate with the carriage in place; insert the motor key on the adjusting screw for the governor, through the hole in the right-hand side of the cover case. Turn the screw to the left until it is flush with the inner face of the contact screw bracket.

Remove the four screws that are flush with the bottom pan and which hold the motor unit in place. Grasp the motor with both hands and push it as far as possible towards the governor side so that the rotor shaft can be disconnected from the sun gear pinion; after which the entire unit can be removed.

It is noted that attached to the inside face of the right-hand side frame there is a bracket containing three contact screws. The wire connected to the top screw leads to the contact screw bracket, while the wires connected to the center and bottom screws lead to the stop and start switch. This wiring is

illustrated on Plate 9, Machine Service Bulletin #101, as points E, C, and L.

The wiring in the power unit between the condenser, resistor, motor and connector, remains the same as shown on Plate 9, with the exception that the wires lead to the corresponding contacts instead of being direct. In other words, the circuit is broken so that no disconnection of the wires is necessary.

The three contact points referred to in the motor unit must have sufficient tension so that when the unit is assembled in place their contact with the three contact screws, in the bracket attached to the side frame, will be positive.

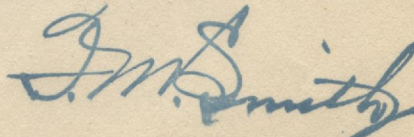
HOW TO REASSEMBLE THE POWER UNIT

To reassemble the power unit to the machine it is only necessary to reverse the operations as explained in the foregoing. After this has been accomplished, the motor can be adjusted as explained in Item 26, Plate 10, Machine Service Bulletin #101, the only difference being that there are four adjusting screws (which are accessible through the bottom pan) instead of three which were used on the former design.

Retime motor speed as explained in Machine Service Bulletin #99.

Except for repair purposes, power units to LA Models should not be dismantled but should be kept intact, as the proper condenser and resistor are always a part of the complete unit.

Therefore, when it is required to equip the machine with a motor of different specifications, the entire unit should be replaced. The complete unit may be ordered under the serial number of 27-794x1, at a list price of \$22.50 subject to the usual discount to District Offices.



General Service Manager

FMS:GBC

Mr. B. P. James,
Toledo, Ohio.

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Set the motor speed as explained in Machine Service Bulletin
#99.

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